Council Meeting of November 4, 2015

Agenda Item No. 76

REQUEST FOR COUNCIL ACTION

SUBJECT: **7000 South Feasibility Study by Hales Engineering**

SUMMARY: Review of draft report detailing various alternatives for the widening of 7000 South Street. No specific alignment selection is required at this time.

FISCAL AND/OR ASSET IMPACT: None at this time.

STAFF RECOMMENDATION:

Informational only.

MOTION RECOMMENDED:

No motion required.

Roll Call vote required

Prepared by:

David Murphy, P.E.
Engineering Manager for CIP

Recommended by:

Wendell T. Rigby, P.E.
Public Works Director

Recommended by:

Mark R. Palesh
City Manager

BACKGROUND DISCUSSION:

The Feasibility Study Process and Results

The City has hired Hales Engineering, with the help of Federal Funds through the Wasatch Front Regional Council, to study various alternatives for the widening of 7000 South Street from 1300 West to Bangerter Highway (SR 154). Traffic counts were taken, turning movements at intersections studied, pedestrian counts taken, advanced traffic modeling was conducted for multiple widths, limited surveying completed, right-of-way investigations were completed, and environmental scoping was conducted as well. The report details all of these efforts and information was compiled on five alternatives that give the City of West Jordan and its' citizens ideas about the possible scope and scale of the widening project along 7000 South. These alternatives give details about the outcome to move traffic through this corridor once these widening efforts are completed, and some of the extra efforts required to do so, such as a pedestrian bridge at 1500 West and 7000 South.

This report was conducted and is given to allow the City to move forward toward an Environmental Impact Statement (EIS) that will allow the City to gain federal funding for the project. An EIS results in a Finding of No Significant Impact (FONSI) and Record of Decision (ROD), that releases awarded funding to be spent on a Federal Aid project. The City has not yet received any award of Federal Funds or State grants for this project, other than the money spent for this study.

The report itself is 508 pages long, highlights of this report will be provided in the presentation at the City Council meeting.

Five different alignment widths were modeled to determine the traffic volume that could travel on each new width, and how intersections would perform. The existing width was used, but striped for five lanes, five wider lanes both to the north and south were examined, seven lanes to the north was reviewed, and a hybrid of five and seven lanes was studied. All of the right of way impacted by each width was examined in detail with the help of both PEC and Meridian Engineering under direction of Hales Engineering. The full monetary scale of each of these widening efforts is detailed in the cost analysis for each alternative in present day dollars.

No alignment selection is required at this time due to more information that will be required inside the future EIS process.